



National Transportation Safety Board Aviation Accident Final Report

Location:	SALT LAKE CITY, UT	Accident Number:	DEN85LA106
Date & Time:	04/01/1985, 1313 MST	Registration:	XBCKE
Aircraft:	CESSNA 210	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ON APRIL 1, 1985, A CESSNA 210 WITH MEXICAN REGISTRY, XBCKE, PILOTED BY A MEXICAN NATIONAL, LOST ENGINE POWER AND LANDED SHORT OF THE RUNWAY AT SALT LAKE CITY INTERNATIONAL AIRPORT THE FLIGHT HAD DEPARTED THE GRAND CANYON AZ AIRPORT. POST ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT 3 1/2 QTS OF FUEL WAS IN THE LEFT TANK. THE RIGHT TANK WAS 1/2 FULL NO FUEL WAS FOUND IN THE ENGINE FUEL LINES. THE PLT STATED HE FOUND THE FUEL GAUGES WERE NEVER ACCURATE. HE DID NOT REFUEL TO FILL THE ACFT PRIOR TO TAKEOFF BUT ESTIMATED 60 GALLONS OF FUEL ON BOARD THE ACFT . THE FUEL SELECTOR WAS ON THE RT TANK AFTER THE ACCIDENT. THE PLT DID NOT STATE WHEN THE SELECTOR WAS USED OR TO WHAT POSITION DURING THE FLT. ONLY THE MAGS AND BOOST PUMPS WERE MENTIONED IN THE PLTS WRITTEN ACTIVITIES PERFORMED DURING THE INTERVAL FROM 'RECOGNIZED' LOSS OF PWR BY THE PLT TO THE LANDING SHORT OF THE RWY. NO MALFUNCTIONS OR DISCREPANCIES WERE FOUND DURING THE INVESTIGATION. THE FUEL WAS CHECKED FOR WATER OR CONTAMINENTS & NOTHING EXTRAORDINARY WAS SEEN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - EXCEEDED - PILOT IN COMMAND
3. (C) MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
4. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. (C) EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND
8. (C) REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2: FIRE/EXPLOSION
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

9. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/11/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 430 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	XBCKE
Model/Series:	210 210	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21064040
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/16/1984, 100 Hour	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	333 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520-R
Registered Owner:	HECTOR PARADA	Rated Power:	
Operator:	HECTOR PARADA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	GRAND CANYON, AZ	Type of Flight Plan Filed:	IFR
Destination:	SALT LAKE CITY, UT (SLC)	Type of Clearance:	IFR
Departure Time:	1140 MST	Type of Airspace:	Class D

Airport Information

Airport:	SLAT LAKE CITY (SLC)	Runway Surface Type:	Asphalt
Airport Elevation:	4226 ft	Runway Surface Condition:	Rough
Runway Used:	34R	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Report Date:	
Additional Participating Persons:	DONALD MAGNUSON; SALT LAKE CITY, UT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).